

AGENDA
CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC)
November 17, 2005 Meeting
Caltrans District 7 Office
100 S Main Street (Conference RM A, First Floor), Los Angeles, CA 90012
TIME 9:00 AM

Organization Items

- 1. Introduction**
- 2. Approval of Minutes (July 28, 2005 Meeting)**
- 3. Election**
- 4. Public Comments**

At this time, members of the public may comment on any item not appearing on the agenda. Matters presented under this item cannot be discussed or acted upon by the Committee at this time. For items appearing on the agenda, the public is invited to make comments at the time the item is considered by the Committee. Any person addressing the Committee will be limited to a maximum of five (5) minutes so that all interested parties have an opportunity to speak. When addressing Committee, please state your name, address, and business or organization you are representing for the record.

Agenda Items

5. Public Hearing

Prior to adopting rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to Section 21400 of the California Vehicle Code (CVC), the Department of Transportation is required to consult with local agencies and hold public hearings.

04-E California MUTCD Adoption (FHWA's MUTCD 2003 (Continued)
Revision 1, as amended for use in California) formerly known as (Fisher)
"Combining of the MUTCD 2003 & CA Supplement to a single document"

05-11 Proposal to Amend MUTCD Section 7A.01 (Introduction)
(Fisher)

6. Request for Experimentation

04-6 Proposed School Bus Sign, "**Do not Pass Stopped School** (Continued)
Bus Flashing Red Lights" Increased Fines Apply CVC 22454.5 (Babico)
(Experiment Agency – County of Ventura)

05-6 Experiment with #399 Motorist Aid Freeway Signing (Continued)
(Experiment Requesting Agency – SAFE) (Meis)

7. Discussion Items

05-12 Guidelines for the Engineering and Traffic Surveys to Establish (Introduction)
Speed Limits (Discussion Requested by the City of Santa Rosa) (Borstel)

00-1 Bicycle Pavement Marking (Introduction)
(City of San Francisco Requested Discussion on CT Policy 05-10) (Borstel)

5-10 Proposal for the Watershed Boundary Signs (Continued)
(City of San Diego) (Meis)

8. Information Items

None

9. Tabled Items

05-4 Older California Traffic Safety Task Force Proposal to Amend (Continued)
MUTCD Sections 3D.03, 6F.58 thru 6F.61, 6F.63, 6F.65, 6F.81 (Meis)
6F.85, 6G.15 and 6G.16 and Notes to TA's 39, 40, 41 and 45.

05-9 Older California Traffic Safety Task Force proposed to amend (Continued)
MUTCD Sections 2D.38 (Street Name Sign, D3-1), 2B.34 (Meis)
(Do Not Enter Sign R5-1), 2B.35 (Wrong Way Sign R5-1a)
and 3B.01 (Yellow Centerline Pavement Markings and Warrants)

10. Next Meeting

11. Adjourn

ITEM UNDER EXPERIMENTATION

- | | | |
|-------|--|------------|
| 99-12 | Speed Striping For Smart Crosswalks
(Experiment Agency-Caltrans D7) | (Meis) |
| 99-13 | Illuminated Pavement Markers On Median Barriers
(Experiment Agency-Caltrans D7)
Status: The project has not been funded yet. | (Meis) |
| 01-4 | Tactile Pedestrian Indicator With Audible Information
(Experiment request by the City of Santa Cruz) | (Tanda) |
| 01-9 | IN-ROADWAY WARNING LIGHTS AT R/R CROSSINGS
(Experiment requests by CPUC in cooperation Kern Co. & City of Fresno) | (Meis) |
| 02-15 | Radar Guided Dynamic Curve Warning System
(Experimentation Agency – Caltrans D5) | (Meis) |
| 03-1 | Speed Feedback (Radar Speed) Sign
(Experimentation Agency – City of Whittier) | (Fisher) |
| 03-4 | Radar Speed Sign
(Experiment Agency – City of Vacaville) | (Borstel) |
| 03-5 | Radar Speed Sign
(Experiment Agency – City of San Mateo) | (Borstel) |
| 03-6 | Radar Speed Sign
(Experiment Agency – City of San Jose) | (Borstel) |
| 03-13 | Variable Speed Limit Sign
(Experiment Request by the City of Campbell) | (Borstel) |
| 03-14 | Numbering of Signalized Intersections
(Experiment Request by the CVAG) | (Babico) |
| 03-15 | Radar Speed Sign
(Experiment Request by the City of Fremont) | (Borstel) |
| 04-9 | Request to Experiment with “Watch The Road” Sign
(Experiment Agency – Los Angeles DOT) | (Bahadori) |
| 04-10 | Slow for the Cone Zone Sign
(Experiment Agency – Caltrans) | (Meis) |
| 04-12 | Requests for experimentation with "Flashing Yellow Arrows"
(Experiment Agency – City of Fullerton and Pasadena) | (Bahadori) |

STATUS OF CALTRANS ACTION ON PAST ITEMS

- Item 01-1 U-TURN SIGNAL HEADS INDICATOR
Caltrans will develop appropriate standards to ensure visibility and make the U-turn signal head indicator an official traffic control device by inclusion in the Caltrans Supplement.
- Item 00-4 USE OF RAISED PAVEMENT MARKERS IN TRANSVERSE PATTERN
Caltrans will take appropriate action on the recommendation made by the Committee.
- Item 02-3 RIGHT EDGELINE
Caltrans will take appropriate action on the recommendation made by the Committee.
- Item 04-8 Railroad Preemption Signals
Adopt revised Sections 8B.06, 10C.09 and Figures 8B-3, 10C-2 of the MUTCD 2003 and to include in the California Supplement as amended and to ask Caltrans to develop policies and specifications for blank-out signs.
- Item 02-16 Signal Warrant I & II
Adopt the revised Section 4C.01 of MUTCD 2003 and include in California Supplement.
- Item 04-13 Proposal to Amend MUTCD 2003 Section 4E.10
Option:
Where older or disabled pedestrians routinely use the crosswalk, a walking speed of 0.85-m (2.8 ft) per second may be used in determining the pedestrian clearance time.

- 04-E California MUTCD Adoption (FHWA's MUTCD 2003 Revision 1, as amended for use in California) formerly known as "Combining of the MUTCD 2003 and CA Supplement to a Single Document"

California
Manual on Uniform Traffic Control Devices
for Streets and Highways
(FHWA's MUTCD 2003 Edition Revision 1,
as amended for use in California)

Caltrans requests the CTCDC to recommend the adoption of the California MUTCD (FHWA's MUTCD 2003 Revision 1, as amended for use in California) as the standard for all official traffic control devices, in accordance with Sections 21350 and 21400 of the California Vehicle Code.

Summary

The California MUTCD document, which combines FHWA's MUTCD 2003 Edition Revision 1 with the California Supplement, has been prepared by Caltrans in response to a formal recommendation by the CTCDC to Caltrans at their May 6, 2004 meeting held in San Rafael. The overall format, document name, cover design and some outstanding issues from the previous MUTCD adoption were discussed and agreed upon by the CTCDC and Caltrans at subsequent meetings on December 8, 2004 in Oakland and on June 9, 2005 in Sacramento. Resolutions and decisions reached upon, in these and other regular CTCDC meetings and Caltrans issued TOPDs, since May 20, 2004 are reflected in the California MUTCD.

The draft of the California MUTCD document is open to the public for review and comment. A "Change List" was provided for ease in comparing the relevant documents. It also contained details about the new format. The public comment period closes on November 14, 2005. Comments provided during the public comment period will be discussed with the topic specific experts in a CTCDC workshop on November 16, 2005.

For more information, see the California Supplement web site at:
<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/>

05-11 Proposal to Amend the MUTCD Section 7A.01

John' Fisher has suggested text amendment to the MUTCD 2003 Section 7A.01 as follows:

Guidance:

A school route plan for each school serving elementary ~~to high school~~ students should be prepared in order to develop uniformity in the use of school area traffic controls and to serve as the basis for a school traffic control plan for each school.

Option:

A school route plan for each school serving middle and high school students may be prepared.

The rationale for the above is explained as follows:

Younger children are most vulnerable to collisions. Also, maps for them cover a small, defined area. On the other hand, older children are less-influenced by maps. In addition, middle schools and high schools cover an area over several square miles and it is not feasible to identify every route from tens of thousands of homes to the schools. A few may draw from the nearby community. However, they tend to draw from a very broad, regional area, and thus, the children are driven .

Request For Experimentation

P 1 of 2

04-6 Proposed School Bus Sign, "Do Not Pass Stopped School Bus, Flashing Red Lights" Increased Fines Apply CVC 22454.5

This item was placed on the agenda during the August 2004 CTCDC meeting and Committee requested that the County of Ventura first try other avenues such as education and enforcement. If the problem still exists, then come back to the Committee with justification for the experiment.



PUBLIC WORKS AGENCY
RONALD C. COONS
Agency Director

May 18, 2004

Jacob Babico
Chief-Traffic Division
San Bernardino County
Transp. & Flood Control Dept.
825 E. 3rd St., Room 115
San Bernardino, CA92415-0835

Transportation Department
Wm. Butch Britt, Director
Water Resources & Development Department
John C. Crowley, Director
Central Services Department
Lane B. Holt, Director
Environmental & Energy Resources Department
Kay Martin, Director
Watershed Protection District
Jeff Pratt, Director
Engineering Services Department
Alec T. Pringle, Director

SUBJECT: PROPOSED SCHOOL BUS SIGN

Dear Mr. Babico:

The Ventura County Transportation Department requests that you serve as sponsor for our proposal to install school bus signs along a six-mile stretch of Santa Rosa Road at the request of the Santa Rosa Valley residents in Ventura County. The residents would like the sign installed at regular intervals to remind drivers that they are required to stop when traveling in either direction. Drivers frequently fail to do so. The California Highway Patrol has limited resources to conduct enforcement on Santa Rosa Road. The signs are part of an effort to educate drivers to comply with the provisions of the California Vehicle Code.

A layout of the proposed sign was developed in order to present this concept to CTCDC. A sample is enclosed. The size of the sign will be 36" by 48" along the horizontal axis. Although the exact color scheme has not been determined, it is our intention to use something very similar to the color scheme shown on the attached sample, which was based on a sign used in the Province of Ontario in Canada. However, we would welcome any suggestions that the CTCDC may offer. The signs would be installed outside the paved shoulders of Santa Rosa Road at approximately 1-mile intervals. There would be a total of ten signs installed, five for each direction of traffic.

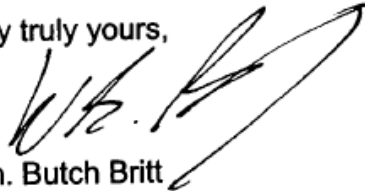
We appreciate your willingness to be the sponsor. It would be appreciated if you could confirm the August 12 date for the next CTCDC meeting in San Diego. I plan to attend the meeting and will need to know the time and location.



Jacob Babico
May 18, 2004
Page 2

If you have questions, you may contact me at (805) 654-2077 or Nazir Lalani at (805) 654-2080.

Very truly yours,



Wm. Butch Britt
Director
Transportation Department

A#74\nt-246.doc:sa

Enclosure

**DO NOT PASS
STOPPED SCHOOL BUS
FLASHING RED LIGHTS**

**INCREASED FINES APPLY
CVC 22454.5**

05-6 Experiment with #399 Motorist Aid Freeway Signing

P 1 of 5

During the July 2005 CTCDC meeting, the Committee requested more information and asked Ken Coleman, SAFE, to bring the support from the Southern CHP Office, and make changes to the signs as suggested by the Committee Members Lenley Duncan and Hamid Bahadori and bring it back for the next meeting.

Experiment Request

Los Angeles County SAFE is requesting, on behalf of all California SAFEs, approval of a new statewide advisory sign which can be used in place of the current "Emergency - Call 9-1-1" signs to inform motorists of the new non-emergency motorist aid number/service - #399. This new sign will only be used in counties/regions that have implemented a #399 program and will allow but not require the replacement of the existing 9-1-1 advisory signs with a new sign that incorporates both numbers and/or the potential installation of the new signs on freeway sections that currently are devoid of 9-1-1 advisory signs for a significant stretch of freeway. Pictures of the proposed sign design are attached.

Description of Sign

The new sign design proposes to incorporate the addition of the phrase "Non-Emergency Motorist Aid – Call #-3-9-9" onto the current "Emergency – Call 9-1-1" advisory signs. The new sign is designed to comply with all existing specifications of the current 9-1-1 advisory signs with the exception of the overall height and potentially the width of the sign, which will need to be expanded to accommodate the new #399 phrase. The signs, when used/installed, will replace in whole the existing 9-1-1 advisory signs and it is anticipated that there will be no need to modify or replace any existing mounting post/structure. In addition to the replacement of the existing 9-1-1 advisory signs, LA SAFE is also recommending that a county have the ability to work with Caltrans to identify potential locations for the installation of the sign where there is no current 9-1-1 advisory sign installed. This will help alleviate situations where there is a significant length of freeway that does not have the 9-1-1 advisory sign, such as rural areas of a county. Installation of the signs will be contingent upon approval by Caltrans.

Purpose

The purpose of this new sign is to advise motorists of the availability of #399. This sign is a part of the overall marketing plan to inform motorists of the service. The marketing plan includes print media ads, radio spots, billboards, media/press events and other associated activities designed to introduce the new service to the motorists.

Background

Since the advent of cell phones, the use and reliance of the call box system to provide stranded motorists with a means to request assistance has steadily decreased. In 1990, the Los Angeles County Kenneth Hahn Call Box System averaged approximately 100,000 calls per month and cellular 9-1-1 averaged 10,000 calls per month. Today, call box calls in Los Angeles County average less than 10,000 calls per month and cellular 9-1-1 averages over 200,000 calls per month. This dynamic, of decreased call box usage and increased cellular 9-1-1 calls, is not just

specific to Los Angeles County, but is repeated throughout the state and helps to emphasize that wireless phones have become a standard item for most motorists because they are relatively inexpensive, small, transportable and easy to use.

Apart from commercial assistance services, such as the Auto Club or On-Star, there is currently no ubiquitous wireless phone number available for motorists who require non-emergency assistance on the freeways. As a result, motorists who prefer the convenience/safety of a wireless phone over a call box may use the overburdened 9-1-1 system to obtain non-emergency roadside assistance. Other options available include calling a friend or family member on their wireless phone or waiting for the Freeway Service Patrol or a CHP officer.

In June 2003, LA SAFE completed a study, with the support of CHP, which examined whether LA SAFE should implement a new service that provides motorists with a reliable and easy number to call for non-emergency roadside assistance. The study identified different options such as:

- Create an abbreviated dialing number
- Team with 800-Commute
- Team with the 5-1-1 Program¹
- Team with or create a 3-1-1 Program²

The study found that the creation of a new abbreviated dialing number provided the best fit for the type of service to be offered. Additionally, this option is easier and faster to implement.

In May 2004, LA SAFE conducted a telephone survey to gauge the public's opinion of the new service. The survey was conducted to ensure 5% accuracy at a 95% confidence level and was conducted in Los Angeles, Orange and San Diego counties. The results confirmed that the vast majority of motorists own a wireless phone (over 70%) and that a majority (over 70%) would use the service.

To support the development of the new service, LA SAFE invited other regional SAFEs from Southern California and the Bay Area to help pursue the implementation of the new service. A working group was developed, as a sub-committee to the statewide CalSAFE Committee, to work on the issues associated with the development and implementation of the new service. In addition to Los Angeles County, the working group consisted of members from the Bay Area and the counties of Orange, San Bernardino, Riverside, Kern and San Diego.

Based upon the work of the sub-committee, #399 or #FWY was identified as the preferred number. To ensure ease of use and statewide compatibility, this number was confirmed as being

¹ 5-1-1 has been designated by the FCC as the national traveler information phone number. The Los Angeles County region is currently evaluating the opportunities to institute this program in the region and it is not known when this program will be implemented in this region.

² 3-1-1 has been designated by the FCC as the nation-wide non-emergency police and other government services phone number. Currently, only the City of Los Angeles has implemented a 3-1-1 program within the Los Angeles County region.

available statewide amongst all wireless carriers (AT&T/Cingular, Nextel, Sprint, T-Mobile Verizon). The use of 3-1-1 and 5-1-1 was evaluated but dismissed as available options due to the stated use or purpose of these numbers and the current conditions of implementation of these numbers throughout the state. In addition to establishing #399 as the number, a baseline operational document was developed identifying the baseline level and type of services that #399 would offer to the caller. This document has been reviewed and concurred upon by CHP.

Currently roll out of this service in Los Angeles County is planned for July 1, 2005. The counties of Orange, San Bernardino and San Diego are planning on implementation of #399 shortly thereafter.

Next Steps

Upon approval of the sign from the CTCDC, LA SAFE will work with Caltrans to identify the locations for the installation/replacement of the signs and obtain Caltrans approval to proceed with the desired work. LA SAFE shall fund and perform the initial work to replace and/or install the new signs. LA SAFE shall carefully monitor call activity in an attempt to determine if the new sign causes any confusion amongst the motorists. During the first year of operation, LA SAFE intends to conduct a follow-up survey to determine the impact of the new service with motorists and shall endeavor to obtain information regarding the applicability/clarity of the new freeway signs.





84" x 95"



Dial #399 from your cellphone to

- > request Metro Freeway Service Patrol tow service
- > report freeway road hazards
- > contact your auto club
- > report freeway damage or needed repair

The #399 service is

- > fully staffed by English and Spanish speaking operators
- > available to provide translation assistance in over 150 languages and equipped to serve the deaf, hearing and speech impaired
- > always open – accessible 24 hours a day, seven days a week by cellphone

Remember, #399 does not replace 911. Use 911 if you need medical, fire department or law enforcement response. But for all non-emergency freeway assistance, dial #399.



05-12 Guidelines for the Engineering and Traffic Surveys to Establish Speed Limits



PUBLIC WORKS DEPARTMENT
69 Stony Circle
Santa Rosa, CA 95401
707-543-3800
Fax: 707-543-3801

August 8, 2005

Devinder Singh, Secretary
California Traffic Control Devices Committee
P.O. Box 942874
Sacramento, CA 94272-0001

**REQUEST TO MODIFY LANGUAGE IN THE CALIFORNIA SUPPLEMENT TO THE
MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES REGARDING
ENGINEERING AND TRAFFIC SURVEYS**

Dear Mr. Singh,

This letter is a follow up to my verbal request made at the California Traffic Control Devices Committee (CTCDC) meeting of July 28, 2005 in Sacramento. I requested that the CTCDC recommend to Caltrans that they change the language regarding engineering and traffic surveys contained in the *Manual of Uniform Traffic Control Devices (MUTCD) 2003 California Supplement* to be consistent with language contained in the now superseded *Traffic Manual*.

Chapter 8, "Traffic Regulations" of the *Traffic Manual* provided guidelines for conducting an engineering and traffic survey. On page 8-8 of the January 1996 revision it states "The speed limit normally should be established at the first five mile per hour increment below the 85 percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of five miles per hour."

Guidance for engineering and traffic surveys is currently found in Section 2B.116 of the *MUTCD 2003 California Supplement*. On page 2B51 of the May 20, 2004 supplement, it states "The speed limit should be established at the nearest 10 km/h (5 mph) increment to the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of 10 km/h (5 mph)."

If this guidance is taken literally, a speed zone established before May 20, 2004 using the guidelines in the *Traffic Manual* may have to be raised when resurveyed using guidance from the *MUTCD 2003 California Supplement*. The following example is given. In Santa Rosa, there is a 4.5-mile long arterial in hilly terrain. In response to a settlement of litigation, the road is designed for a design speed of 35 miles per hour. Sight distance at crest and sag vertical curves, and intersection approaches is limited by the design speed. After the street was opened to traffic, an engineering and traffic survey was completed to establish a speed limit that could be enforced by radar. The 85th percentile speed was 40 miles per hour and, based on engineering judgment,

Devinder Singh
August 8, 2005
Page 2

due to the limited sight distance as a result of the design speed of 35 miles per hour, the speed limit was established at 35 miles per hour. Seven years later a new engineering and traffic was conducted. The 85th percentile speed is 43.4 miles per hour. Using the guidelines from the *Traffic Manual* we could have rounded down to the next five miles per hour increment and used engineering judgment to keep the speed limit at 35 miles per hour and continue to use radar enforcement. When we use the guidance contained in the *MUTCD 2003 California Supplement*, we have to set the base speed limit to the nearest-five mile per hour increment to 45 miles per hour, and apply engineering judgment to lower the speed limit to 40 miles per hour.

Since the changes in procedure were not dictated by a change in State law, they do not appear to be rational to neighborhood groups or to the City Council. I received an explanation of the departure of the wording in the *Traffic Manual* from Don Howe, Chief, Pavement Markings Branch at Caltrans. He stated that "You will notice that in Section 2B.13 of the 2003 MUTCD, there is no specific reference to rounding either up or down. In the spirit of adopting the federal manual, we have written the guidance to round to the nearest, which we interpret as rounding either up or down, depending upon the engineering judgement of the engineer setting the posted speed limit." If that is the case, I believe that the language in the *MUTCD 2003 California Supplement* should reflect the interpretation.

I wish to thank the committee for agreeing to make this an action item for your next meeting. I look forward to participating in the public hearing.

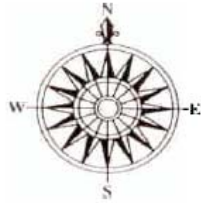
Very truly yours,



WALTER W. LAABS, JR., P.E.
Interim Deputy Director of Public Works-Traffic

WWL/as [ICTCDC080805.doc]

- c: Jeff C. Kolin, City Manager
Greg D. Scoles, Deputy City Manager
Richard A. Moshier, Director of Public Works



SCTA Sonoma
County
Transportation
Authority
Keeping Sonoma County Moving

Directors

Paul Kelley, Chair
Sonoma County

Robert Jehn, V. Chair
Cloverdale

Steve Allen
Windsor

Bob Blanchard
Santa Rosa

Stanley Cohen
Sonoma

Patricia Gilardi
Cotati

Mike Healy
Petaluma

Linda Kelley
Sebastopol

Mike Kerns
Sonoma County

Jake Mackenzie
Rohnert Park

Lisa Schaffner
Healdsburg

Tim Smith
Sonoma County

September 15, 2005

John Fisher
Assistant General Manager
Office of Transportation
City of Los Angeles
Department of Transportation
100 S. Main St., 10th Floor
Los Angeles, CA 90012

RE: Request to modify language in the California supplement to the manual of uniform traffic control devices regarding engineering and traffic surveys

Dear Mr. Fisher:

It has come to the attention of the SCTA that a change to the *Manual of Uniform Traffic Control Devices (MUTCD) 2003 California Supplement* has created an inconsistency with the *Traffic Manual*. The SCTA requests that the CTCDC recommend to Caltrans that they change the language regarding engineering and traffic surveys contained in the *Manual of Uniform Traffic Control Devices (MUTCD) 2003 California Supplement* to be consistent with language contained in the now superseded *Traffic Manual*.

Specifically, Chapter 8, "Traffic Regulations" of the *Traffic Manual* provided guidelines for conducting an engineering and traffic survey stating, "The speed limit normally should be established at the first five mile per hour increment below the 85 percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour."

Guidance for engineering and traffic surveys is currently found in Section 2B.116 of the *MUTCD 2003 California Supplement*. On page 2B51 of the May 20, 2004 supplement, it states, "The speed limit should be established at the nearest 10 km/h (5 mph) increment to the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of 10 km/h (5 mph)."

Suzanne Wilford
Executive Director

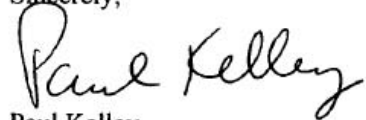
520 Mendocino Avenue
Suite 240
Santa Rosa, CA 95401
PH: 707-565-5373
FAX: 707-565-5370

If this guidance is taken literally, a speed zone established before May 20, 2004 using the guidelines in the *Traffic Manual* may have to be raised when resurveyed using guidance from the *MUTCD 2003 California Supplement*. The following example is given. In Santa Rosa, there is a 4.5-mile long arterial in hilly terrain. In response to a settlement of litigation, the road is designed for a design speed of 35 miles per hour. Sight distance at crest and sag vertical curves, and intersection approaches is limited by the design speed. After the street was opened to traffic, an engineering and traffic survey was completed to establish a speed limit that could be enforced by radar. The 85th percentile speed was 40 miles per hour and, based on engineering judgment, due to the limited sight distance as a result of the design speed of 35 miles per hour, the speed limit was established at 35 miles per hour. Seven years later a new engineering and traffic was conducted. The 85th percentile speed is 43.4 miles per hour. Using the guidelines from the *Traffic Manual* we could have rounded down to the next five miles per hour increment and used engineering judgment to keep the speed limit at 35 miles per hour and continue to use radar enforcement. When we use the guidance contained in the *MUTCD 2003 California Supplement*, we have to set the base speed limit to the nearest-five mile per hour increment to 45 miles per hour, and apply engineering judgment to lower the speed limit to 40 miles per hour.

The changes in procedure were not dictated by a change in State law, and thus there is no rationale for the change. We urge the committee to reinstate the original language that allows lowering the limit to the lowest increment as opposed to the nearest increment.

Thank you for your consideration.

Sincerely,



Paul Kelley
Chairman, SCTA

Cc: Farhad Mansourian, Marin County (CSAC)
Ed von Borstel, City of Modesto (League of Cities)
Devinder Singh, Caltrans



City of Sebastopol

City Hall
P.O. Box 1776
Sebastopol, Ca. 95473
(707) 823-1153
(707) 823-1135 Fax

Larry Robinson, Mayor
COUNCIL
Sarah Glade Gurney
Linda Kelley
Craig Litwin
Sam Pierce

David D. Brennan
City Manager

September 21, 2005

John Fisher
Assistant General Manager
Office of Transportation
City of Los Angeles
Department of Transportation
100 S. Main St., 10th Floor
Los Angeles, CA 90012

RE: Request to modify language in the California supplement to the manual of uniform traffic control devices regarding engineering and traffic surveys

Dear Mr. Fisher:

The City Council of the City of Sebastopol is writing in support of recommendations from the City of Santa Rosa and Sonoma County Transportation Authority regarding a change to the *Manual of Uniform Traffic Control Devices (MUTCD) 2003 California Supplement* has created in inconsistency with the *Traffic Manual*. The City requests that the CTCDC recommend to Caltrans that they change the language regarding engineering and traffic surveys contained in the *Manual of Uniform Traffic Control Devices (MUTCD) 2003 California Supplement* to be consistent with language contained in the now superseded *Traffic Manual*.

Specifically, Chapter 8, "Traffic Regulations" of the *Traffic Manual* provided guidelines for conducting an engineering and traffic survey stating, "The speed limit normally should be established at the first five mile per hour increment below the 85 percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour."

In general, the *Traffic Manual* Guidance for engineering and traffic surveys is currently found in Section 2B.116 of the *MUTCD 2003 California Supplement*. On page 2B51 of the May 20, 2004 supplement, it states, "The speed limit should be established at the nearest 10 km/h (5 mph) increment to the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of 10 km/h (5 mph)."

If this guidance is taken literally, a speed zone established before May 20, 2004 using the guidelines in the *Traffic Manual* may have to be raised when resurveyed using guidance from the *MUTCD 2003 California Supplement*. The changes in procedure were not dictated by a change in State law, and thus there is no rationale for the change. We urge the committee to reinstate the original language that allows lowering the limit to the lowest increment as opposed to the nearest increment.

Thank you for your consideration.

Sincerely,



Larry Robinson, Mayor

Cc: City Council
City Manager
Engineering Director
SCTA
City of Santa Rosa Department of Public Works



GAVIN NEWSOM, MAYOR
BOND M. YEE, ACTING EXECUTIVE DIRECTOR

City and County of San Francisco



September 13, 2005

Mr. Devinder Singh
Executive Secretary
California Traffic Control Device Committee
Dept. of Transportation, Div. of Traffic Operations MS 36
PO Box 942874
Sacramento, CA 94274-0001

Dear Mr. Singh:

This letter is in regards to Caltrans Traffic Operations Directive Policy 05-10 adopted September 12, 2005 (see Attachment A). This item was formerly known as the Bicycle Pavement Marking Item 00-1 while being discussed by the California Traffic Control Device Committee (CTCDC).

The San Francisco Department of Parking and Traffic (DPT) does not agree with some of the changes Caltrans made to the language approved by the CTCDC. Though a number of modifications were made just prior to the adoption of the language by Caltrans without public discussion or notification, the primary section of Policy 05-10 DPT would like Caltrans to reconsider is:

“Standard: The Shared Roadway Bicycle Marking shall only be used on a roadway which has on-street parallel parking. ...”

While the report provided by DPT titled “San Francisco’s Shared Lane Pavement Markings: Improving Bicycle Safety” did study the effectiveness of markings along parallel parking, it was generally recognized by DPT and the CTCDC that the markings are inherently useful in correctly positioning cyclists on the roadway regardless of whether parallel parking is in the area or not. This was reflected by the language unanimously approved by the CTCDC on August 12, 2004 (please see Attachment B for reference) which stated, in part:

“Option: The Shared Lane Marking shown in Figure 9C-107, may be used in shared lanes to improve bicyclists’ positioning on roadways, encourages cycling in the correct direction, discourage cycling on sidewalks, and to decrease motor vehicle/bicycle conflicts by informing motorists where to expect cyclists, especially on urban and suburban roadways with narrow curb lanes.”

and

“Guidance: On streets with no on-street parking, the marking should be placed so that it directs cyclists away from conditions alongside the curb face edge that compromise cyclists’ safety, such as drain grates and longitudinal gutter joints.”

Page 2 of 2

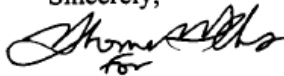
DPT believes that the Standard language in Policy 05-10 limiting the use of the marking to streets with parallel parking is not necessary and limits the effective use of the marking. There are many other situations where the marking can be very useful for improving cyclist positioning and motorist awareness of where cyclists should be, such as on streets with no parking or angled parking where the curb lane is of substandard width (as defined by California Vehicle Code section 21202).

We ask that Policy 05-10 be rewritten to remove the sentence, "The Shared Roadway Bicycle Marking shall only be used on a roadway which has on-street parallel parking," and that a section similar to what was part of the language approved at the August 12, 2004 meeting be included: "On street with no on-street parking, the marking should be placed so that it directs cyclists away from conditions alongside the curb face edge that compromise cyclists' safety, such as drain grates and longitudinal gutter joints."

In a previous draft titled Traffic Operations Directive Policy 05-02 dated May 17, 2005, Caltrans included language building upon this section which stated "If used on a street without on-street parking in a directional traveled way less than 4.3 m (14 ft) wide, the Shared Roadway Bicycle Marking should be installed near the center of the traveled way." We believe Caltrans, at this point, was taking a direction in line with the spirit of the CTCDC recommendation and what many believe is an effective use of the marking. We ask that the CTCDC review Policy 05-10 and recommend the above changes and other changes that may be necessary so that Policy 05-10 reflects what the CTCDC approved in August 2004.

If you have any questions, please feel free to contact Mike Sallaberry of my staff at (415) 554-2351.

Sincerely,



Bond M. Yee
Executive Director

Enclosures

cc: Johnny Bhular, Caltrans
Jack Fleck, City Traffic Engineer, DPT
Ken McGuire, Caltrans
Gerry Meis, Caltrans
Peter Tannen, Bicycle Program Manager, DPT

BMV:PT:ms

Attachment A**Caltrans Traffic Operations Directive Policy #05-10 of September 12, 2005
Policy Language for MUTCD CA Supplement: Shared Roadway Bicycle Marking**

The new MUTCD 2003 California Supplement Section 9C.103 with Figure 9C-107 are added as follows:

Section 9C.103 Shared Roadway Bicycle Marking**Option:**

The Shared Roadway Bicycle Marking shown in Figure 9C-107 may be used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the traveled way.

Standard:

The Shared Roadway Bicycle Marking shall only be used on a roadway which has on-street parallel parking. If used, Shared Roadway Bicycle Markings shall be placed so that the centers of the markings are a minimum of 3.3 m (11 ft) from the curb face or edge of paved shoulder. On State Highways, the Shared Roadway Bicycle Marking shall be used only in urban areas.

Option:

For rural areas, the SHARE THE ROAD (W16-1) plaque may be used in conjunction with the W11-1 bicycle warning sign (see Sections 2C.51 and 9B.18). Information for the practitioner regarding classification of rural versus urban roadways can be found at the following California Department of Transportation website: <http://www.dot.ca.gov/hq/tsip/hpms/Page1.php>

Guidance:

If used, the Shared Roadway Bicycle Marking should be placed immediately after an intersection and spaced at intervals of 75 m (250 ft) thereafter.

If used, the Shared Roadway Bicycle Marking should not be placed on roadways with a speed limit at or above 60 km/h, (40 mph).

Option:

Where a Shared Roadway Bicycle Marking is used, the distance from the curb or edge of paved shoulder may be increased beyond 3.3 m (11 ft). The longitudinal spacing of the markings may be increased or reduced as needed for roadway and traffic conditions. Where used, bicycle guide or warning signs may supplement the Shared Roadway Bicycle Marking.

Support:

The Shared Roadway Bicycle Marking is intended to:

- * Reduce the chance of bicyclists impacting open doors of parked vehicles on a shared roadway with on-street parallel parking.
- * Alert road users within a narrow traveled way of the lateral location where bicyclists ride.
- * Be used only on roadways without striped bicycle lanes or shoulders.

Attachment B
Portion of CTCDC Meeting Minutes, August 12, 2004
Discussion of Language for Shared Lane (Roadway) Marking

Farhad Mansourian and Hamid Bahadori agreed with the revised language and amended the motion in two parts as follows:

Motion:

Part I: Recommend that Caltrans adopt Figure 9C-107 "Chevron Bike Symbol" as a standard traffic control device in California.

Part II: Recommend that Caltrans adopt the language for Support, Option, Standard, Guidance and Option as revised by Chairman Fisher, under Section 9C.103. The language is as follows:

Section 9C.103 Shared Lane Marking

Support:

The Shared Lane Marking is intended to improve the positioning of bicyclists on roadways with significant bicycle usage and parked vehicles where the curb lanes are too narrow for motorists and bicyclists to travel side by side within the lane.

Option:

The Shared Lane Marking shown in Figure 9C-107, may be used in shared lanes to improve bicyclists' positioning on roadways, encourages cycling in the correct direction, discourage cycling on sidewalks, and to decrease motor vehicle/bicycle conflicts by informing motorists where to expect cyclists, especially on urban and suburban roadways with narrow curb lanes.

Standard:

If used, Shared Lane Marking shall be placed so that its center is a minimum of 3.4-m (11 ft) from the curb face with on-street parking.

Guidance:

On street with no on-street parking, the marking should be placed so that it directs cyclists away from conditions alongside the curb face edge that compromise cyclists' safety, such as drain grates and longitudinal gutter joints.

If used, the Shared Lane Marking generally should be spaced at 75-m (250-ft) interval

Option:

The spacing may be increased or decreased based on judgment. On streets with down grades, higher speeds or wide parked vehicles the distance from the curb lane may be increased beyond 3.4 m (11 ft).

Motion Carried 8-0.



PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161 • citypw@ci.santa-cruz.ca.us

September 26, 2005


Mr. Devinder Singh
Executive Secretary
California Traffic Control Devices Committee
Department of Transportation
Division of Traffic Operations MS 36
P.O. Box 94274
Sacramento, CA 94274-0001

Dear Mr. Singh,

Earlier this year the City of Santa Cruz submitted an Experimentation Request for "Bikes May Use Full Lane" sign (see attached copy of request). We withdrew this request because the City/County of San Francisco was successful in obtaining CTCDC approval of the Shared Roadway Bicycle Marking and we felt that the Shared Roadway Bicycle Marking would be satisfactory for our needs. However, it has recently come to our attention that the approval of the Shared Roadway Bicycle Marking is only for locations with adjacent on-street parallel parking. Several of the locations that we intend to install the Shared Roadway Bicycle Marking do not have adjacent motor vehicle parking; they are simply too narrow for motorists and bicyclists to travel side-by-side.

We believe the Shared Roadway Bicycle Marking can be a very effective tool for increasing the safety of bicyclists in the roadway with motorists, but with the stipulation of adjacent parking for its use another sign or marking such as "Bikes May Use Full Lane" will be necessary. In the interest of simplicity, we urge the California Traffic Control Devices Committee to reconsider and remove the stipulation of adjacent on-street parallel parking.

Sincerely,



Christophe Schneider
City Engineer

Cc: Cheryl Schmitt, City of Santa Cruz Bicycle/Pedestrian Coordinator
Mike Sallaberry, San Francisco Department of Parking and Traffic

Enc: Experimentation Request

COPY

City of Santa Cruz
Experimentation Request
"Bikes May Use Full Lane" Sign

Problem.

Section 21202 (a) of the California Vehicle Code allows a bicyclist to leave the right-hand edge of the roadway when reasonably necessary to avoid conditions that make it unsafe to continue to do so. A substandard width lane is listed as one of these conditions. "Share The Road" and "Roadway Narrows" are signs traditionally used in this context. However, neither of these signs explicitly advises the bicyclist or the motorist what their proper behavior should be in this circumstance. This creates an environment of unpredictability on the part of both roadway users and could contribute to collisions.

Proposed Sign.

Roadway users need more information about how to handle this situation. A substandard width lane (conventionally considered to be 14' or less) does not allow enough room for a motorist to pass a bicyclist within the lane. If the bicyclist moves left toward the center of the lane it is an indication to the motorist that the bicyclist needs more room to travel safely. The motorist then must wait until conditions allow to move into the adjacent lane or to pass the bicyclist.

The proposed sign, "Bikes May Use Full Lane", gives clear direction to bicyclists as well as motorists for the bicyclist to move to the left toward the center of the lane. This message also tells the motorist that they must yield space to the bicyclist. The accompanying graphic illustrates these roadway positions, thus eliminating the ambiguity of the message "share the road".

Illustration.

See attached photograph and locations map.

Supporting Data.

The sign is currently in place in two locations in Santa Cruz. At the first location (East Cliff Drive), the sign was installed three years following a fatal collision in September 2000 involving a motorist passing a bicyclist at the location. The bicyclist was riding downhill on the right-hand side of the 2-lane, 24' roadway at 8 % grade. There is a 1/2-mile gap in the bike lanes at this location. The "Bikes May Use Full Lane" sign replaced a "Share The Road" sign that was in place at this location at the time of the fatal collision. The second location (High Street) is also a downhill grade with a 1/2-mile gap in bike lane striping where bicyclists traveling in the center of the lane are more visible and more predictable to motorists.

The intent of the sign is to provide increased predictability and visibility of bicyclists to motorists to increase their safety in the roadway. Anecdotal evidence shows more bicyclists riding further to the left at the locations where the signs have been installed. None of the locations have experienced any bicycle collisions subsequent to sign installation. The sign provides clearer information to bicyclists and motorists regarding the proper and permitted position of bicyclists in the roadway under these special circumstances.

Experimentation Request.

The City of Santa Cruz would like to continue to study these sign installations for the next 6 months, at which time the Santa Cruz Public Works Department will submit to Caltrans an evaluation report. The evaluation report will include collision histories before and after installation, number of users, and 2-hour observation studies of the road positioning of bicyclists and motorists. Communication regarding this request should be made with Cheryl Schmitt, Bicycle/Pedestrian Coordinator in the Public Works Department. She can be reached at 831-420-5187 or email cschmitt@ci.santa-cruz.ca.us.

City of San Diego, Water Department Watershed Boundary Sign Proposal

Request

The City of San Diego Water Department is requesting approval of a new advisory sign that will inform motorists that they are traveling in a watershed of critical importance. The initial request is for a pilot program that will place six signs along state highways where they cross into the watersheds of the San Diego River or the San Dieguito River, both in the metropolitan San Diego area. Ultimately, the use of the standard watershed boundary sign may be expanded throughout Southern California or throughout the state.

Description of Sign

Examples of the proposed watershed boundary signs are attached. The key features of the sign are a simple, yet compelling graphical layout with the name of the critical watershed prominently featured. An auxiliary sign would name the proximate water resource feature; for example, a drinking water reservoir, a coastal lagoon, or a groundwater basin. The signs would be placed near the topographic boundary where the roadway enters or leaves the watershed.

Purpose and Goal

The purpose of the watershed boundary signs is to make the motoring public aware that they are entering or leaving a critical watershed area. Our short-term goal is to design, produce, and install six watershed boundary signs along a highway or interstate in the San Diego area. Our long-term goal is to establish a statewide watershed boundary sign program with a universal sign design that could serve as a watershed icon that could be implemented by other California communities.

Background

In August 2004, the San Diego Water Department received a \$2,500 grant from the Metropolitan Water District of Southern California (MWD) through the auspices of the San Diego County Water Authority (SDCWA) to create and implement a Watershed Boundary Sign Program. The signs would provide opportunities for the public to increase their awareness about the importance of San Diego's watersheds and encourage community stewardship of watershed resources. In partnership with California State Department of Transportation (Caltrans), these signs would be placed at strategic locations along the boundary of a watershed to make the motoring public aware that they are entering or leaving a critical watershed area; and would serve as reminders to not throw trash or other pollutants onto the roadway. The benefits of this program include helping us to meet our storm water pollution prevention goals, and supplementing the United States Environmental Protection Agency's efforts to increase awareness and education of the importance of preserving our natural resources.

The watershed boundary sign project has garnered considerable support from other water agencies in Southern California, as well as from numerous community groups. Letters of support received to date are included for review. Of special note is a letter of support from the MWD suggesting that the watershed boundary signs be used throughout its six county service areas.

We are currently researching and obtaining information regarding the process to create design standards for this type of signage, and how to install them at the envisioned locations of the watershed boundaries.

Local Caltrans Office Coordination: We have contacted the Local Caltrans office to determine how to progress with our efforts. With no current design standards in place for this type of sign, they have informed us that they would not be able to create a sign and suggested we contact the State Caltrans office for information on developing sign design templates and specifications.

State Caltrans Office Coordination: We have contacted the Signs and Work Zone branch of the State office, and they have informed us that they are experimenting with a sign on State Highways in the Northwest region, under a program sponsored by the California Department of Forestry (CDF). However, we feel that the design of this sign, which incorporates an image of a fish, does not clearly express our message of watershed awareness; and instead represents watershed recreation activities like fishing. Our goal is to create a standardized sign design that incorporates an image of a body of water, such as a stream or reservoir, in order to graphically represent to the public that they are within a watershed. We are working with the State office to determine the possibility of integrating our project with the CDF sign project.

Next Steps

Currently, we are working on presenting our program proposal to Caltrans and their Traffic Control Device Committee for review and consideration to develop a sign template and pilot program. Our next steps would include: continue the work being coordinated with state officials such as the Water Resources Department and the Regional Water Quality Control Board, coordination with the California Watershed Network for design support, continue seeking additional grant funding for the implementation phase, and conduct more local community outreach efforts. We've created a sign to use as visuals in future presentations. A supplemental public service campaign and community outreach plan would be needed to accompany the roll-out of these signs as a way to generate public awareness and connect the signs with the message that everyone has a responsibility in protecting our drinking water supply reservoirs and watersheds. Our ultimate goal is to create opportunities for the public to learn about the importance of watersheds and encourage community stewardship of watersheds.



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

June 10, 2005

Mr. John Fisher, Chairman
Caltrans Traffic Control Devices Committee
California Department of Transportation
Division of Traffic Operations
1120 N Street, Mail Station 36
Sacramento, CA 95814

Dear Mr. Fisher:

Support Letter for San Diego Water Department: Watershed Boundary Signage Program

The Metropolitan Water District of Southern California supports the City of San Diego Water Department's efforts to develop a watershed boundary signage program. This program creates opportunities to learn about the importance of watersheds and encourages community stewardship. We support this collaboration with Caltrans to create a design template and sign specifications for a watershed boundary signage to be readily utilized and implemented throughout our six-county service area.

We back this program because it provides an eye-catching graphic to casual motorists that they are entering a watershed with a groundwater basin, nearby river, or drinking water reservoir. This program will assist the region's water utilities in meeting storm water pollution prevention goals and would supplement the Environmental Protection Agency's efforts to increase awareness and education of the importance of natural resources.

We also believe this program will assist the San Diego County Water Authority by helping promote improved water quality for the San Diego region. Once approved, the watershed icon will serve as a public relations model for other California communities.

Very truly yours

Bobbi A. Becker
Interim Vice President
External Affairs

cc: Mr. Gerry Meis, Caltrans

The San Diego River Park Foundation

June 15, 2005

Mr. John Fisher, Chairman, CTCDC
C/O California Department of Transportation
Division of Traffic Operations
1120 N Street, Mail Station 36
Sacramento, CA 95814

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James Peugh
Duane Pillsbury
M. Lea Rudee, Ph.D.
Tom Sudberry

Subject: Letter of Support for City of San Diego Water Department
Watershed Boundary Signage Program

Dear Mr. Fisher:

The San Diego River Park Foundation is in support of the City of San Diego Water Department's efforts to develop a watershed boundary signage program as a way to create opportunities to learn about the importance of watersheds and encourage community stewardship. We have been working with them on this project and support their collaboration with Caltrans to create a design template and sign specifications for watershed boundary signage that could be utilized and implemented throughout the region.

We support this program because it helps bring important attention to the motoring public about the watersheds they are driving in. It also serves as a reminder that drinking water reservoirs are located in these watersheds.

We have been involved with placing signs on local streets regarding the San Diego River and know firsthand the value of this relatively minor action. We hope Caltrans can partner not only with the City of San Diego but also with the many community and other non-governmental organizations that are supporting this effort.

Sincerely,



Rob Hutsel
Executive Director

cc: Mr. Gerry Meis and Mr. Devinder Singh, Caltrans
Bob Collins, City of San Diego Water Department

MISSION VALLEY COMMUNITY COUNCIL

P.O. Box 880944
SAN DIEGO, CA 92108

Tel: 619-281-3009

Fax: 619-281-0833

June 18, 2005

Tedi L. Jackson
Supervising Public Information Officer
Water Department, Operations Division
2797 Camino Chollas, MS 43
San Diego, CA 92105

At the regular meeting of the San Diego River Park Foundation on Friday, June 17th, A tentative proposal for installation of San Diego River Watershed signs was presented. Representing the Mission Valley Community Council, I believe that this idea is not only appropriate but will help to make people aware of the river, the watershed and the importance of water conservation for the community as a whole. I urge the Department to give serious consideration to this proposal.

The San Diego River Park Foundation

Board of Directors:

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Michael Beck
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Duane Pillsbury
M. Lea Rudee, Ph.D.
Tom Sudberry

June 15, 2005

Mr. John Fisher, Chairman, CTCDC
C/O California Department of Transportation
Division of Traffic Operations
1120 N Street, Mail Station 36
Sacramento, CA 95814

Subject Letter of Support for City of San Diego Water Department
Watershed Boundary Signage Program

Dear Mr. Fisher:

The San Diego River Park Foundation is in support of the City of San Diego Water Department's efforts to develop a watershed boundary signage program as a way to create opportunities to learn about the importance of watersheds and encourage community stewardship. We have been working with them on this project and support their collaboration with Caltrans to create a design template and sign specifications for watershed boundary signage that could be utilized and implemented throughout the region.

We support this program because it helps bring important attention to the motoring public about the watersheds they are driving in. It also serves as a reminder that drinking water reservoirs are located in these watersheds.

We have been involved with placing signs on local streets regarding the San Diego River and know firsthand the value of this relatively minor action. We hope Caltrans can partner not only with the City of San Diego but also with the many community and other non-governmental organizations that are supporting this effort.

Sincerely,



Rob Hutsel
Executive Director

cc: Mr. Gerry Meis and Mr. Devinder Singh, Caltrans
Bob Collins, City of San Diego Water Department

**Volcan Mountain
Preserve Foundation**

P.O. Box 1625
Julian, CA 92036
Phone: (760) 765-2300
Fax: (760) 765-2301
www.volcanmt.org

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*Volcan Mountain
Preserve Foundation*

Mr. John Fisher, Chairman, CTDCD
C/O California Department of Transportation
Division of Traffic Operations
1120 N Street, Mail Station 36
Sacramento, CA 95814

Date: 4October05

Subject: Letter of Support for City of San Diego Water Department
Watershed Boundary Signage Program

Mr. Fisher:

The Volcan Mountain Preserve Foundation (VMPF) is in support of the City of San Diego Water Department's efforts to develop a watershed boundary signage program as a way to create opportunities to learn about the importance of watersheds and encourage community stewardship. We support their collaboration with Caltrans to create a design template and sign specifications for watershed boundary signage that could be utilized and implemented throughout the region.

We support this program because it brings attention to the motoring public that they are entering a watershed where a drinking water reservoir is located. Furthermore, the project would assist the region's water utilities in meeting their storm water pollution prevention goals and would supplement the Environmental Protection Agency's efforts to increase awareness and education of the importance of natural resources.

We also believe that this program will assist the VMPF who is a guardian of Volcan Mountain which contains the head waters of four rivers in San Diego County. This program will help promote improved water quality for the San Diego region which is a key concern of the VMPF.

Sincerely,


Richard Caputo
Secretary
Volcan Mountain Preserve Foundation

Cc: Mr. Gerry Meis and Mr. Devinder Singh, Caltrans